California Maglev

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With six million more people expected to populate Southern California in the next 25 years, mobility can only worsen. A 310-mph magnetic levitation (Maglev) train connecting the region's airports and activity centers is being planned to reduce the congestion, air pollution, noise and other impacts of such growth.

What is Maglev?

Maglev is the name for an elevated monorail using the world's most advanced magnetic levitation technology to move people and cargo at very high speeds and with a high degree of safety, comfort and reliability. The objective is to build this type of high speed system along key corridors, connecting the region's existing and emerging population and employment centers, and linking regional airports into an integrated airport system for people and cargo. Other benefits include reduced energy consumption, noise, air pollution and impacts on adjoining communities.

Where Are We Today?

For the past eight years, SCAG has been studying the feasibility of deploying Maglev in the region. In December 2002, SCAG's Regional Council approved an "Initial Operating Segment" of the Maglev system that would connect West Los Angeles via Los Angeles Union Station to Ontario Airport, and would be able to accommodate more than 65,000 riders a day. SCAG also will continue studying four future segments of the California Maglev plan: Los Angeles International Airport (LAX) to March Inland Port, LAX to Irvine, LAX to Palmdale, and Union Station to Anaheim. If realized, the proposed 275-mile Maglev network could provide fast, environmentally friendly, and safe service for up to 500,000 riders a day.

Upon completion of pre-deployment planning and environmental reviews, which include examining construction and operation costs, ridership potential, safety, accessibility and other performance measures, construction of the Maglev system would begin. The first segment could be operating as early as 2015.

Would This Be the First?

Maglev technology has been under development for 25 years. The first commercial Maglev system went into operation in China in 2003, between Shanghai and Pudong airport.

Who Will Pay For It?

Maglev corridor cities organized as the implementing public entities may build and operate the Maglev system through public private partnerships. Passenger fares, cargo fees, and other project revenues would cover construction and operating costs. No grants or government subsidies would be required after environmental documents are completed. SCAG is currently working to secure federal pre-deployment funding.

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